



GAIL FARBER, Director

# COUNTY OF LOS ANGELES

## DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

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IN REPLY PLEASE

REFER TO FILE: PD-1

January 7, 2010

TO: Each Supervisor

FROM: Gail Farber

Director of Public Works

### **CALIFORNIA HIGH SPEED RAIL AUTHORITY TECHNICAL WORKING GROUP IN THE COUNTY OF LOS ANGELES DECEMBER 8, 2009, MEETING SUMMARY**

The California High Speed Rail Authority (HSRA) is proposing a High Speed Train (HST) project between San Francisco and San Diego. To allow cities, regulatory agencies, and the County to advise the HSRA about the project, Technical Working Groups (TWGs) were formed in Los Angeles, San Bernardino, Riverside, and San Diego Counties to discuss the segment between Los Angeles and San Diego. Each of the four TWGs meet on a quarterly basis to review preliminary concepts and designs prior to public submittal and to provide input regarding design and environmental aspects of the project. A Notice of Preparation of the Environmental Impact Report (EIR) for the project was released on September 17, 2009, and the draft Project EIR is scheduled to be released in 2011. The following is a summary of the December 8, 2009, Los Angeles County TWG meeting (Attachment A).

The HSRA informed the participants that the four TWG meetings will be used to discuss the proposed alignments of the HST route for the Alternatives Analysis report. The Alternatives Analysis report will respond to the comments received from the Notice of Preparation of the EIR of the project and identify the stations and alignment that will be used for the project. As part of the Alternatives Analysis, the HSRA will evaluate the alignments and stations to ensure that they meet design criteria for high speed trains, determine if the project is compatible with existing public facilities and/or if additional right of way is needed, and coordinate the requirements of the regulatory agencies and county transportation commissions along the route. The purpose of this meeting was to summarize the comments received on the Notice of Preparation of the EIR, present

proposals for horizontal alignments for the project, and request comments from the TWG on possible issues that may arise with the proposed alignments.

The HSRA provided handouts showing the alignments presented to the public and a schedule for the Alternatives Analysis process (Attachment B). The HSRA indicated that 1,237 persons and agencies submitted comments on the Notice of Preparation of the EIR prior to the November 20, 2009, deadline. See Attachment C for detailed information regarding the scoping meetings.

In the Alternatives Analysis, four alignments in Los Angeles County are being evaluated for compatibility with HST. The alignments include: (1) alignment adjacent to the Union Pacific Railroad, (2) alignment via State Route 60 to Interstate 605 and to Interstate 10 freeways, (3) alignment via State Route 60 to Interstate 605 freeways and to the existing Metrolink San Bernardino Line right of way, and (4) alignment via the Interstate 10 freeway. Although the Interstate 10 corridor alignment was removed prior to the Notice of Preparation process due to operational reasons, it will be further evaluated to determine if the operational challenges can be overcome. At the TWG meeting, maps showing each alignment and whether the alignment could be accommodated within existing publicly owned right of way or if additional right-of-way acquisitions are needed were discussed. These alignments are still being evaluated.

Comments from participants at this Los Angeles County TWG meeting included concerns about the joint use of Caltrans right of way for HST; the amount of right of way that would need to be acquired for the project; the intersection of the Interstate 10 corridor alignment related to Los Angeles Union Station; and the location of any maintenance yards. The participants suggested the HSRA should coordinate the planning effort with the Los Angeles to Palmdale and Los Angeles to Anaheim segments of the HST and evaluate the impacts related to the HST station proposed for the San Gabriel Valley and possible conflicts with the Alameda Corridor-East projects within the San Gabriel Valley.

The HSRA will meet with the Federal Railroad Administration later this month. At that time, the HSRA will recommend that the alignment adjacent to the Union Pacific Railroad be removed from consideration due to objections from the railroad.

Each Supervisor  
January 6, 2010  
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The next meeting of the TWG is scheduled for February 2010, where preliminary vertical alignments will be presented for discussion.

HF:pr

C100420

P:\pdpub\Federal\RAILROAD\High Speed Rail\HSR TWG Dec Qtr Board Report.doc

Attach.

cc: Supervisor Gloria Molina (Nicole Englund)  
Supervisor Mark Ridley-Thomas (Dan Rosenfeld)  
Supervisor Zev Yaroslavsky (Maria Chong-Castillo)  
Supervisor Don Knabe (Julie Moore)  
Supervisor Michael D. Antonovich (Michael Cano)



**California High-Speed Rail Authority (CHSRA)  
Los Angeles to San Diego via the Inland Empire Section**

**Los Angeles County  
Alternatives Analysis Technical Working Group No. 1**

**Southern California Association of Governments (SCAG)  
818 West Seventh Street, 12<sup>th</sup> Floor, Los Angeles**

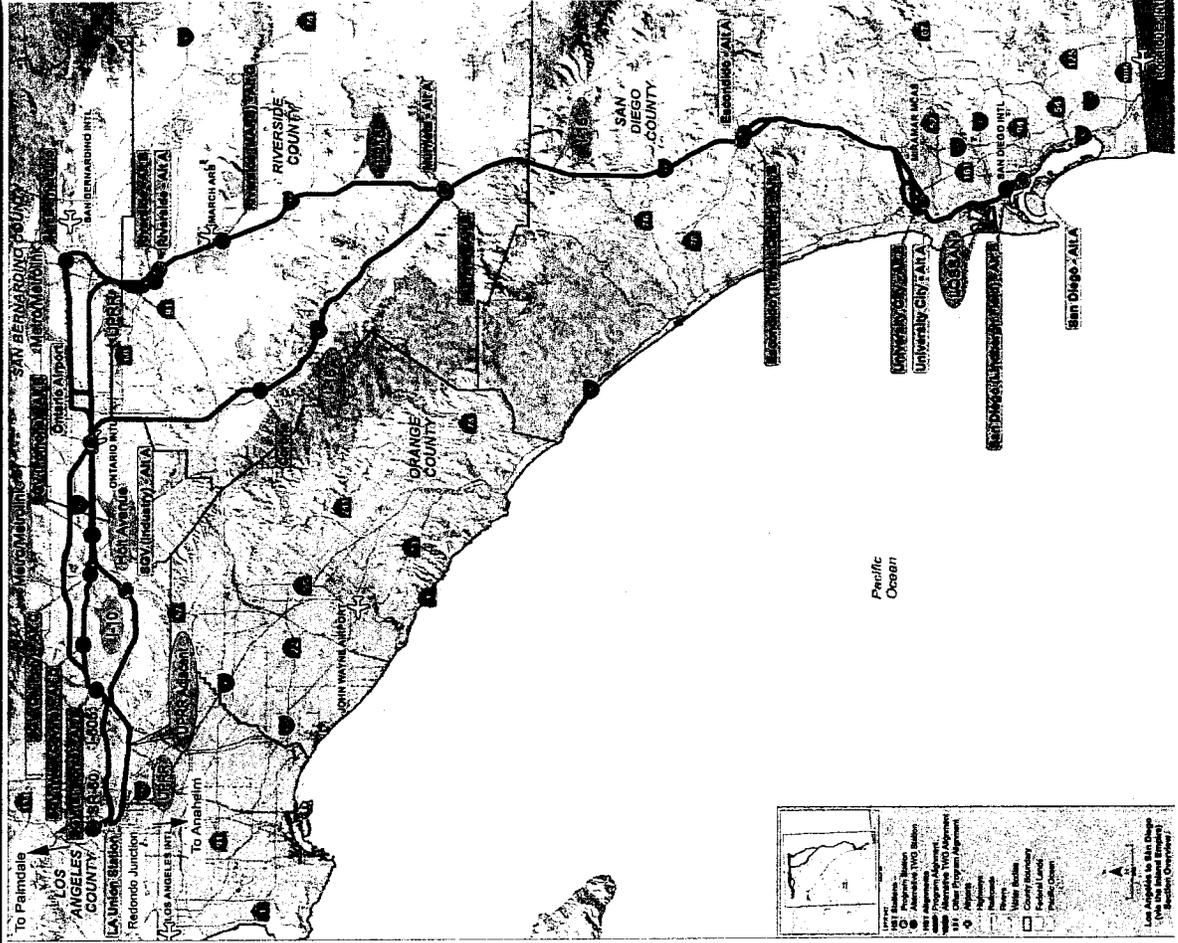
**Tuesday, December 8, 2009  
1:30 p.m. – 4:30 p.m.**

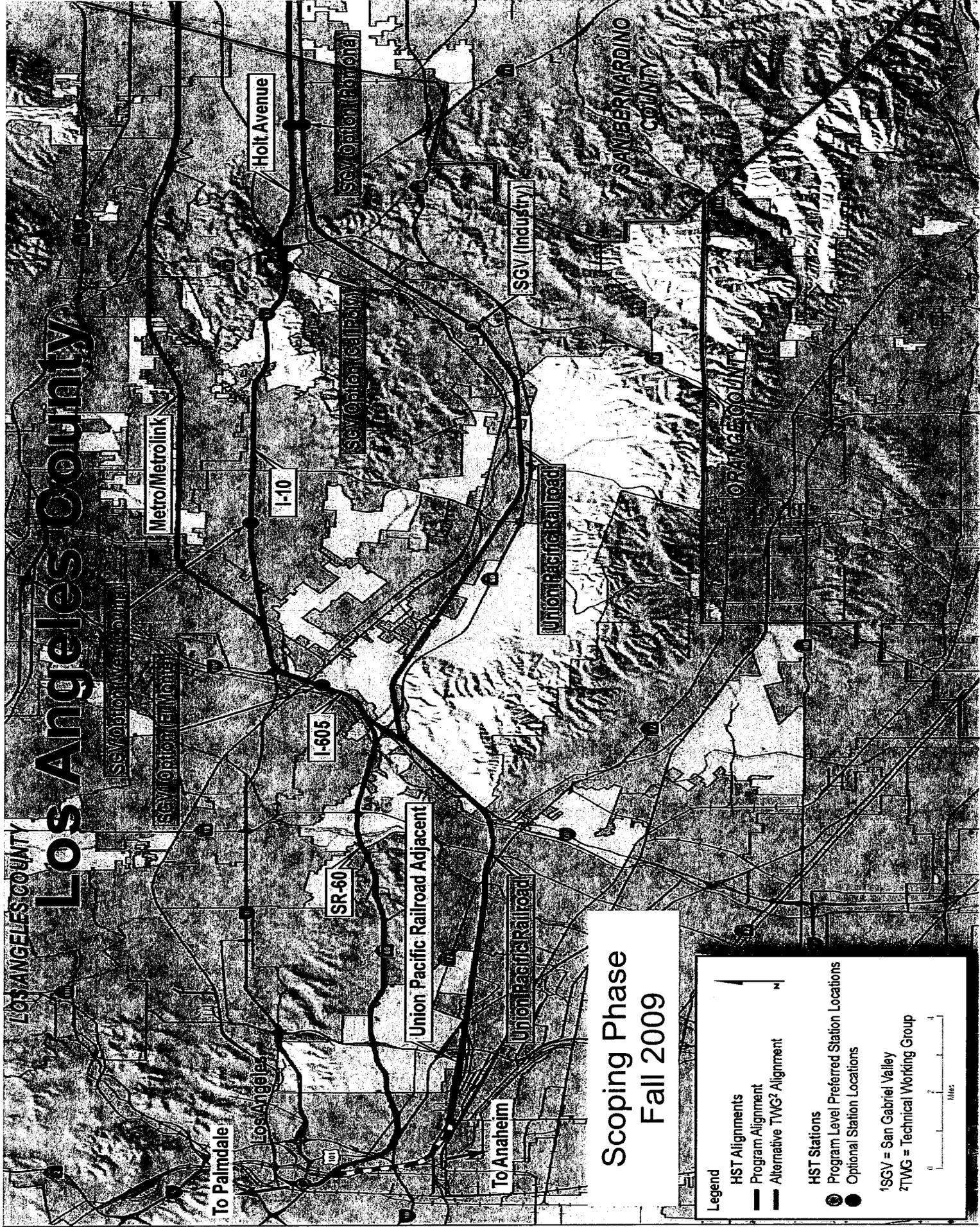
**A G E N D A**

- 1. Welcome & Meeting Objectives** *Rich Macias, SCAG  
Jose Martinez, Regional Program Manager, CHSRA*
- 2. Institutional Framework** *Mike Zdon, Regional Project Manager, CHSRA*
- 3. Summary of Scoping Comments Received** *Mike Zdon*
- 4. Alternatives Analysis Schedule** *Mike Zdon*
- 5. County Map – Alignment and Station Alternatives**  
*Kimberly Ong, LA County Technical Lead, CHSRA  
Dana Hook, LA-SD Engineering Manager, CHSRA*
- 6. Closing Remarks** *Jose Martinez*
  - Summary of the Session
  - Next Steps

# Los Angeles - San Diego via the Inland Empire Section

- 160+ miles
- Strong intermodal connectivity
- Four counties
- Three Caltrans Districts
- Nearly 100 cities





# Los Angeles County

## Scoping Phase Fall 2009

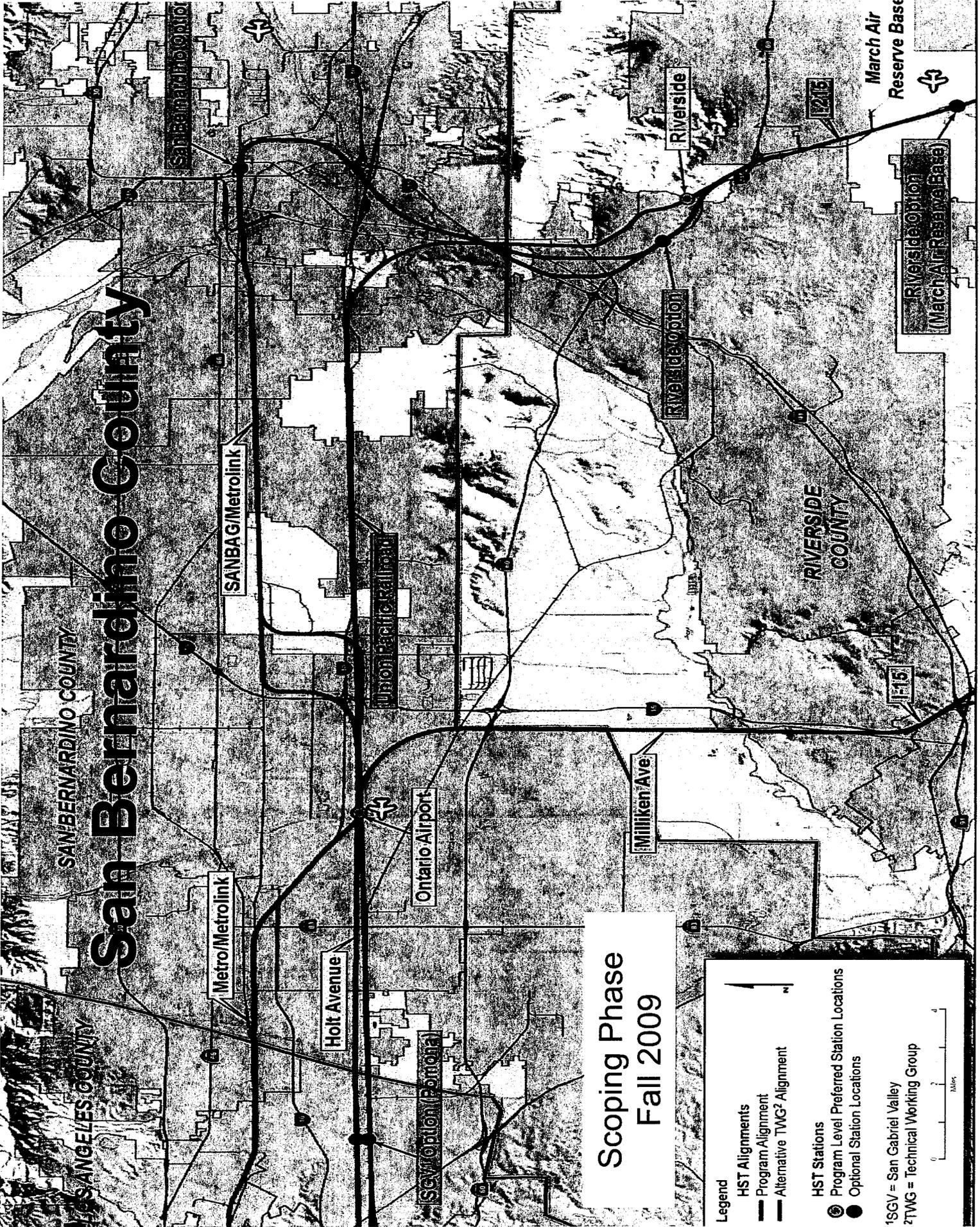
**Legend**

- HST Alignments
- Program Alignment
- Alternative TWG<sup>2</sup> Alignment
- HST Stations
- Program Level Preferred Station Locations
- Optional Station Locations

<sup>1</sup>SGV = San Gabriel Valley  
<sup>2</sup>TWG = Technical Working Group

0 1 2 3 4 Miles

# San Bernardino County



Scoping Phase  
Fall 2009

**Legend**

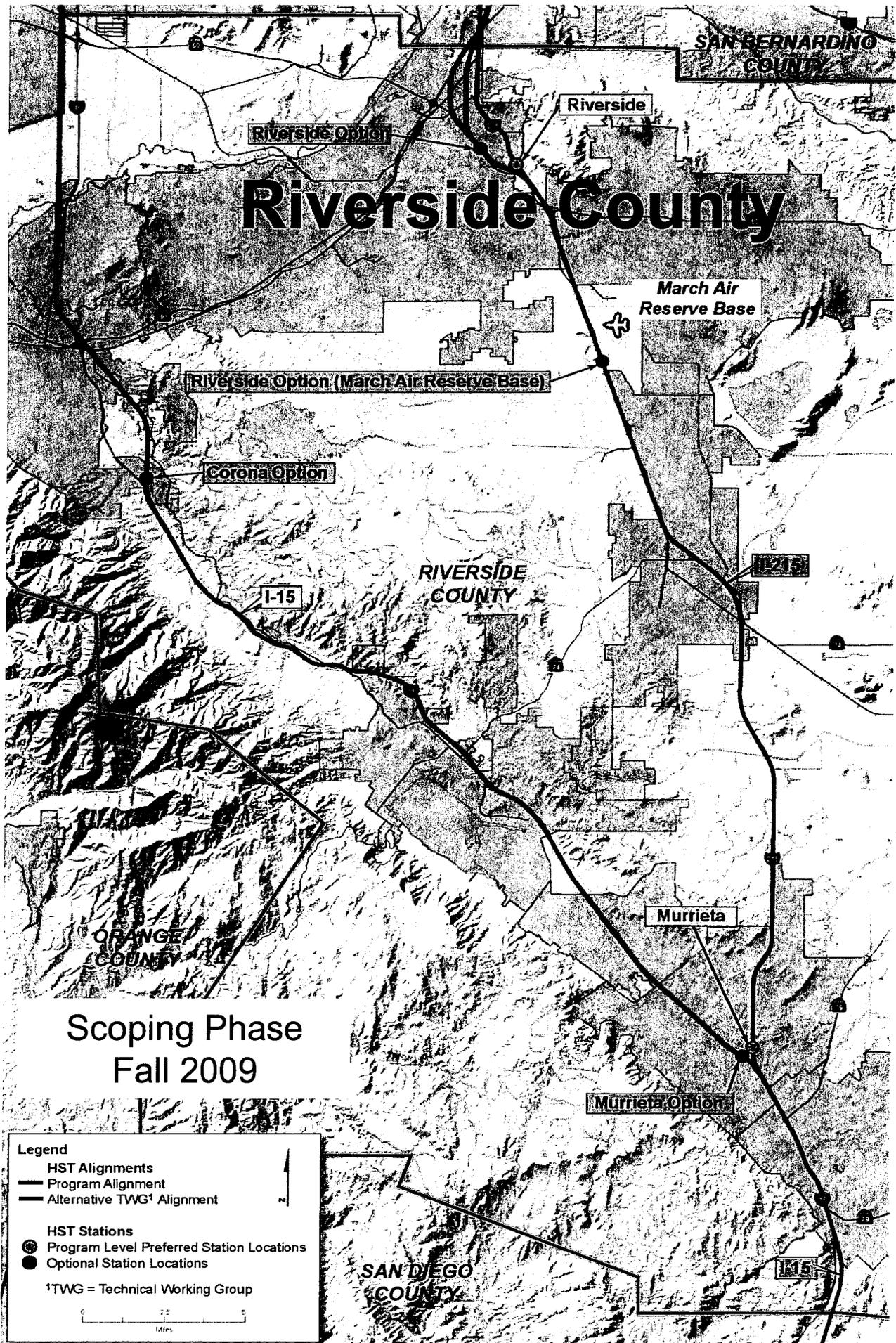
- HST Alignments
- Program Alignment
- Alternative TWG<sup>2</sup> Alignment

**HST Stations**

- Program Level Preferred Station Locations
- Optional Station Locations

<sup>1</sup>SGV = San Gabriel Valley  
<sup>2</sup>TWG = Technical Working Group

0 1 2 3 4  
Miles

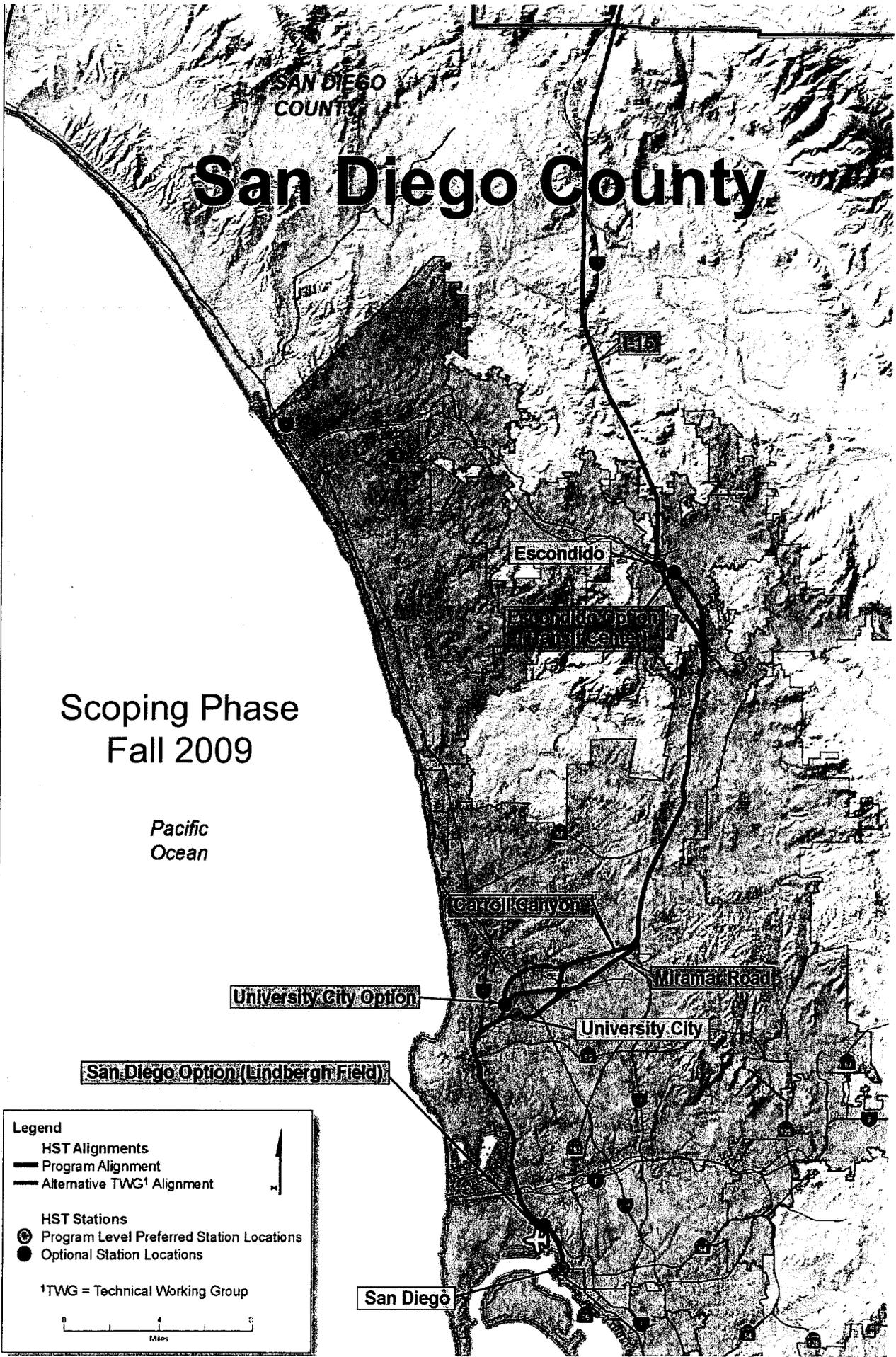


SAN DIEGO COUNTY

# San Diego County

Scoping Phase  
Fall 2009

Pacific Ocean

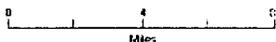


**Legend**

- HST Alignments
- Program Alignment
- Alternative TWG<sup>1</sup> Alignment

- HST Stations
- ⊙ Program Level Preferred Station Locations
- Optional Station Locations

<sup>1</sup>TWG = Technical Working Group





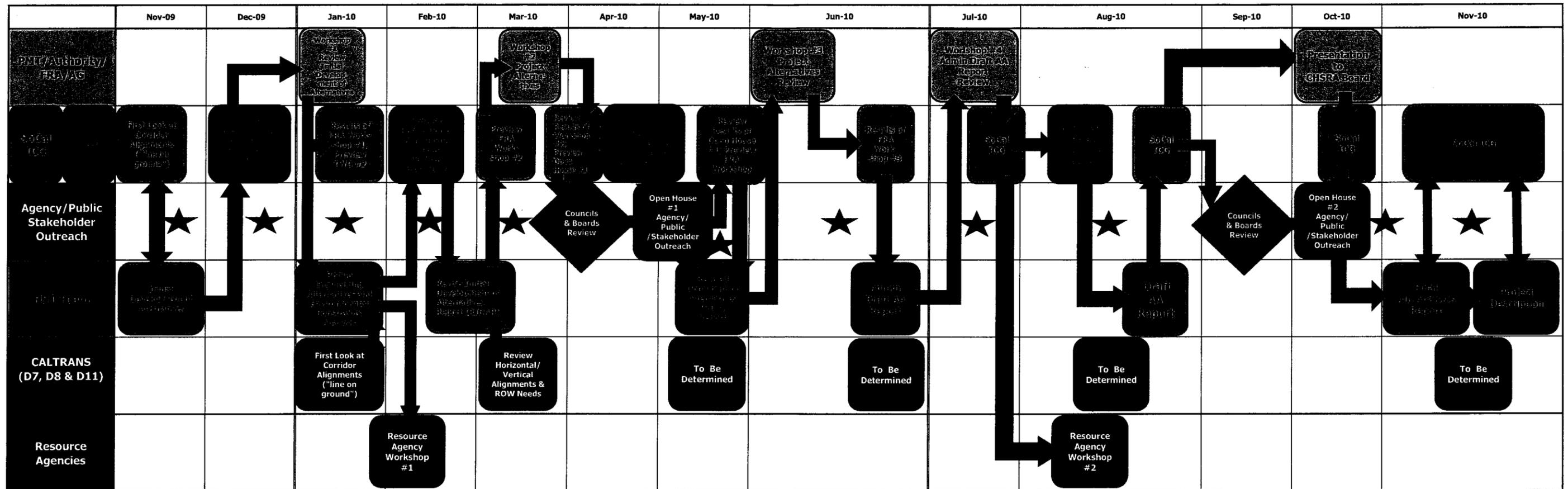
# Alternatives Analysis Measures

<b>Project Goal</b>	<b>Alternatives Analysis Measures</b>
<b>Purpose and Need</b>	Travel time; intermodal connectivity; and operation and maintenance costs.
<b>Land Use Planning Support</b>	Sites within ½ mile available for significant TOD; and consistency with existing land use plans and policies.
<b>Constructability</b>	Vertical profile feasibility; horizontal profile feasibility; major utility relocation; effect on Caltrans operations; effect on critical traffic operations; construction footprints; effect on other rail operations; and construction costs.
<b>Neighborhood Compatibility</b>	Property displacements; properties with access affected; local traffic effects; and development footprints (stations).
<b>Environmental Compatibility</b>	Sensitive species habitat; cultural resources; parklands, noise and vibration; visual/scenic; geologic soils; and hazardous materials.





Alternatives Analysis Work Flow



Legend:



Denotes SoCal ICG Public Relations and Policy Meetings

## SCOPING MEETINGS

The HSRA reported that in Los Angeles County, 135 persons attended the scoping meetings and 33 comments were received; in San Bernardino County, 133 persons attended the scoping meetings and 44 comments were received; in Riverside County, 193 persons attended the scoping meetings and 734 comments were received; and in San Diego County, 324 persons attended the scoping meetings and 385 comments were received. Comments were received from individuals; businesses; local, State, and Federal agencies; the County of Los Angeles (Attachment D); and the Union Pacific Railroad.

Some of the comments received throughout the corridor included questions and concerns about right-of-way needs, noise pollution and vibration due to construction and operational activities, parking and traffic impacts in the vicinity of the stations, financing, coordination of the HSRA construction activities with local projects, impacts on historic residential and business communities, seismic and hydrological constraints, coordination with natural gas infrastructure, and conflicts with local land use.

Within Los Angeles County, the HSRA stated that comments received were focused on consideration of an alignment along the Interstate 10 corridor between Los Angeles Union Station and the City of El Monte. The concerns were the locations of the proposed HST station within the San Gabriel Valley, the impacts to County trails, and the coordination with regional growth policies.

The HSRA stated that comments in San Bernardino County advocated inclusion of stations in the City of San Bernardino and at Ontario International Airport. The concerns were with coordination of the use of the Metrolink corridor. Comments within Riverside County focused on a preference between the Interstate 15 or Interstate 215 corridors and concerns over the impacts on wildlife habitat within Temecula Canyon. Comments within San Diego County focused on locations of the proposed maintenance yard and station for the HSRA project, the impact on the Rose Canyon and Escondido communities, and advocated fewer stations for the route between the Cities of San Diego and Los Angeles and integrating the HST with recently constructed lanes on Interstate 15.



GAIL FARBER, Director

# COUNTY OF LOS ANGELES

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IN REPLY PLEASE  
REFER TO FILE: **LD-1**

November 19, 2009

Mr. Dan Leavitt, Deputy Director  
Attention LA-SD HST Project EIR/EIS  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Dear Mr. Leavitt:

**NOTICE OF PREPARATION (NOP)  
ENVIRONMENTAL IMPACT REPORT (EIR)/  
ENVIRONMENTAL IMPACT STATEMENT (EIS)  
CALIFORNINA HIGH SPEED TRAIN PROJECT FROM  
LOS ANGELES TO SAN DIEGO VIA THE INLAND EMPIRE**

Thank you for the opportunity to review the NOP for the California High-Speed Train project from Los Angeles to San Diego via the Inland Empire. The project proposes the construction, operation, and maintenance of the High-Speed Train system including track and ancillary facilities along the Union Pacific Railroad Company/Interstate 215/ Interstate 15 corridor from Los Angeles to San Diego.

The following comments are for your consideration and relate to the environmental document only:

Hazards-Flood/Water Quality

- The project EIR/EIS should address the impact of discharges from the project into the Los Angeles County Flood Control District's (LACFCD) drainage system including any increase in the volume discharged and the introduction of pollutants with the project discharges. The project EIR/EIS should explain how the project will ensure that discharges from the project site will meet all applicable receiving water body, water quality standards.

Mr. Dan Leavitt  
November 19, 2009  
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- The project EIR/EIS should also detail any impacts that the project development would have on LACFCD properties including any proposed easements or connections to the system.

If you have any questions regarding flood hazard requirements, please contact Ms. Lindsay Sagorski at (626) 458-4319 or by e-mail at [lsagorski@dpw.lacounty.gov](mailto:lsagorski@dpw.lacounty.gov).

#### Hazards-Geotechnical/Soils/Geology

We concur that an EIR/EIS is required. All or portion of the site is located within potentially liquefiable areas per the State of California Seismic Hazard Zones Map—Los Angeles, El Monte, Baldwin Park, San Dimas, La Habra, and Yorba Linda Quadrangles. Geotechnical reports should be included in the EIR/EIS as necessary.

If you have any questions regarding soils and geology, please contact Mr. Jeremy Wan at (626) 458-4972 or by e-mail at [jwan@dpw.lacounty.gov](mailto:jwan@dpw.lacounty.gov).

#### Services-Road/Flood Maintenance

Part of the proposed project is outside of the LACFCD. We will provide detail evaluation when the project alignment is available. Permits from Public Works' Construction Division will be required for all works affecting County roads or the LACFCD. Submit construction plans and/or documents for any proposed construction affecting County roads or flood control facilities to Public Works for review and approval prior to construction.

If you have any questions regarding road permits, please contact Ms. Maryam Adhami at (626) 458-3129 or by e-mail at [madhami@dpw.lacounty.gov](mailto:madhami@dpw.lacounty.gov).

#### Other-Programs Development

The following planned Public Works road construction projects may be impacted by the High-Speed Train project:

- Nogales Street at Railroad Street
- Nogales Street (LA Subdivision) Grade Separation—ACE Projects
- Fullerton Road Grade Separation Project

Mr. Dan Leavitt  
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Therefore, the lead agency must coordinate with Public Works to ensure that design and construction schedule of the HST does not conflict with the planned road construction projects.

If you have any questions regarding above road construction projects comment, please contact Mr. Phil Doudar at (626) 458-5926 or by e-mail at [pdoudar@dpw.lacounty.gov](mailto:pdoudar@dpw.lacounty.gov).

Please forward the draft EIR/EIS, when it is available, to Public Works. If you have any other questions or require additional information, please contact Mr. Toan Duong at (626) 458-4921 or by e-mail at [tguong@dpw.lacounty.gov](mailto:tguong@dpw.lacounty.gov).

Very truly yours,

GAIL FARBER  
Director of Public Works



*for* DENNIS HUNTER, PLS PE  
Assistant Deputy Director  
Land Development Division

JY:ca

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